Thesis/
Reports
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Pt. 2

3 appendix

DUANE LYON
CLASS OF 1981

Decision Summary

For the Operation and Development Plan of the Shasta and Clair Engle / Lewiston Units of the National Recreation Area

United States
Department of
Agriculture

PREPARED BY
Forest Service

May 1982

May 5, 1982
1920

Dear Friend:

I am pleased to tell you that the five year update of the National Recreation Area (NRA) Plan has been completed. The revised plan will provide management direction for the operation and development of the two units of the Whiskeytown-Shasta-Trinity NRA administered by the Forest Service.

Public participation played an important role during NRA planning effort. While revising the Plan, special emphasis was placed on the portions of it where the public had the greatest concerns. Other sections of the Plan, will for the most part, remain unchanged from the 1976 version. The revised NRA Plan took effect on April 30, 1982.

From the responses that I received last September, nine public issues were identified. At the two public workshops held in December, various resolutions to these issues were developed and later analyzed by the Forest Service.

Recently, Regional Forester Zane Smith selected a course of direction for each issue. His decisions were based on several factors including the ability to: 1) maximize the quantity of recreational experiences while still preserving its quality, 2) administer the changes under projected budget and personnel constraints, 3) stay within the established capacities of the lakes and their surrounding environment, and 4) avoid unnecessary new regulations. I am confident that the revised Plan will meet these needs.

Should you wish to review the Plan in its entirety, review copies are available here at the Forest Headquarters, at the Shasta Lake District Ranger's Office in Mountain Gate, and at the Weaverville District Ranger's Office in Weaverville.

I wish to personally thank you for your interest in the future of the National Recreation Area.

Sincerely,

Barney Coster

BARNEY COSTER
Forest Supervisor

Enclosure

ISSUE 1

THE TYPES OF RECREATION USES WITHIN THE NATIONAL RECREATION AREA

SHASTA LAKE UNIT

The revised NRA Plan will allow for a variety of recreational uses that can be managed in a controlled fashion. On land surrounding the Lake, uses will be authorized that serve to complement water oriented recreation activities rather than being an end in themselves. Recreational activities will be encouraged that: (1) provide for public safety, (2) result in minimum impact to the environment, and (3) provide for energy efficiency. Examples would include camping, swimming, fishing, and the development of group facilities.

CLAIR ENGLE / LEWISTON UNIT

Same as Shasta Lake Unit.

ISSUE 2

THE AMOUNT OF OVERNIGHT BOATS USING THE NATIONAL RECREATION AREA

SHASTA LAKE UNIT

Management of the number of overnight boats using Shasta Lake will continue to be guided by the overall direction in the 1976 NRA Plan.

The planned capacity for average daily use of houseboats will remain at 450 houseboats; 50 above current average daily use. Thus there is room for a limited number of additional houseboats. The distribution of additional houseboats is discussed in the summary of Issue No. 2A.

The planned capacity for average daily use of all types of overnight boats, including houseboats is 780. Since current use averages 600 during the recreation season, there is additional space for overnight use. Once the capacity of 780 overnight boats is reached over a period of time, a permit system will be initiated to control overnight occupancy in the coves and on the shoreline.

CLAIR ENGLE / LEWISTON UNIT

Management of the number of overnight boats utilizing Clair Engle (Trinity) Lake will continue under the guidelines established in the 1976 NRA Plan.

A review of the shoreline determined that the 32 miles of primary mooring areas have a capacity to moor 128 boats in overnight use. In revising the Plan, available moorage was the main factor for determining boat numbers. The number of additional houseboats would vary depending on whether the houseboats are allocated to the private or commercial fleet. (Private houseboats are used 20% of the time whereas commercial houseboats are used 95% of the time.)

SUB-ISSUE 2A

THE PROPORTION OF COMMERCIAL TO PRIVATE HOUSEBOATS

SHASTA LAKE UNIT

The average daily houseboat use on Shasta Lake is now at 400. Thus there is under utilized houseboating capacity. The 1976 NRA Plan allows houseboat use to increase to 450.

Because commercial houseboats offer greater opportunities for public use, the unused capacity will be allocated to the commercial fleet. Based on a utilization rate of 85% for commercial houseboats -- 53 commercial houseboats will be allocated to existing resort marinas. These allocations will be determined by the Forest Supervisor on the merit of individual proposals to a Forest Service prospectus to be issued in May, 1982.

The private houseboat fleet would not be increased during the next 5 years.

CLAIR ENGLE / LEWISTON UNIT

In the revised NRA Plan, the commercial fleet will be increased from 50 houseboats to 80. The allocations will be made in the same manner as Shasta Lake. The private houseboat fleet of 74 would not be increased during the next plan period.

SUB-ISSUE 2B

THE REGULATION OF OVERNIGHT BOATS INCLUDING CABIN CRUISERS

SHASTA LAKE UNIT

Sanitation devices will continue to be regulated on all overnight boats including cabin cruisers.

Once the overnight capacity of 780 boats is reached over a period of time, a permit system will be implemented to control overnight occupancy of the coves and shoreline.

CLAIR ENGLE / LEWISTON UNIT

The management direction outlined in the 1976 NRA Plan will continue. Cabin cruisers, which are in the same category as houseboats, will remain under a permit system. Overnight boats not having a permit would be limited to 30 days use per year.

SUB-ISSUE 2C

PRIVATE HOUSEBOAT PERMIT SYSTEM

SHASTA LAKE UNIT

The private houseboat permit system will continue on Shasta Lake. This system is intended to control numbers of houseboats, sanitation problems, and appearance of the houseboats.

CLAIR ENGLE / LEWISTON UNIT

Same as Shasta Lake Unit

SUB-ISSUE 2D

SIZE OF BOATS

SHASTA LAKE UNIT

The present length limitation of 50 feet for boats will be continued. Boat width will be increased from 14 to 15 feet. Boat height will be controlled by its transportability on State highways.

A provision in the plan will authorize larger boats for special purposes to meet the needs of the general public and for lake management.

CLAIR ENGLE / LEWISTON UNIT

Same as Shasta Lake Unit.

ISSUE 3

DISPERSING AND/OR LIMITING THE NUMBER OF ALL BOATS USING THE NATIONAL RECREATION AREA

SHASTA LAKE UNIT

Management of the number of boats utilizing Shasta Lake would continue to be guided by the direction provided in the 1976 NRA Plan. This would provide for moderate increases in the opportunity for all boating uses. Boating use could increase from the existing 1,150 to 2,000 boats on an average daily basis. A procedure to control boating use would be implemented once the average daily use exceeds 2,000 boats over a period of time.

Zoning restrictions contained in the 1976 Plan will be implemented only when needed to minimize user conflict or for public safety. For example, a "No Skiing" designation will be proposed as a County ordinance for the Upper Pit and Upper Salt Creek Areas. A maximum speed limit will be recommended for the entire Lake with the exception of an unlimited boat speed area near Shasta Dam.

(Refer to Issue No. 2 for discussion on the number of overnight boats using the NRA).

CLAIR ENGLE / LEWISTON UNIT

Management of the number of boats utilizing Clair Engle (Trinity) Lake would continue under the direction of the 1976 NRA Plan wherein boating use could increase from 315 powerboats per day to 600.

Commercial moorage will be permitted to expand to 500 slips.

(Refer to Issue No. 2 for a discussion on the number of overnight boats using the NRA.)

ISSUE 4

ADDITIONAL/EXPANDED COMMERCIAL SERVICES ON THE NATIONAL RECREATION AREA

SHASTA LAKE UNIT

The revised NRA Plan allows for the rehabilitation and moderate expansion of commercial facilities at existing resorts.. All expansions of facilities and services will be integrated with and utilize the surrounding environment in its natural state.

Consideration will be given to relocating marinas now situated in shallow water ports in order to provide consistent good public service and a viable economic operation.

CLAIR ENGLE / LEWISTON UNIT

The revised NRA Plan will allow for rehabilitation and moderate expansion of commercial facilities at existing resorts. All expansion of facilities and services will be integrated with and utilize the surrounding environment in its natural state.

ISSUE 5

VEHICLE CAMPING ALONG THE SHASTA LAKE SHORELINE

SHASTA LAKE UNIT

Shoreline camping areas will be assessed to determine their suitability for that use along with the potential of correcting serious deficiencies. For suitable areas minimal facilities will be provided for water, sanitation and trash collection, and a recreation use fee will be charged. Areas where deficiencies cannot be corrected will be closed.

CLAIR ENGLE / LEWISTON UNIT

Issue applies only to the Shasta Lake Unit.

ISSUE 6 SANITATION

ISSUE 7 SAFETY

ISSUE 8 LAW ENFORCEMENT

SHASTA LAKE UNIT

The management direction in the revised NRA Plan will be continue with special emphasis on:

- Increasing the number of floating restrooms
- Increasing the availability of recreational vehicle sewage dump sites.
- Increasing the use of volunteers, such as individuals, Coast Guard Auxiliary, Chamber of Commerce, and Clubs. Initiating community projects will also be pursued.
- Increasing enforcement of speed and noise limits on the Lake.
- Better information and management at key NRA entry points and portals.
- Marking of those landform hazards in the major channels and use areas that are a serious threat to the boating public.

CLAIR ENGLE / LEWISTON UNIT

Management direction in the 1976 NRA Plan will be implemented. Existing laws, regulations, and ordinances will be enforced when appropriate to maintain sanitary conditions and provide for public safety. The level of law enforcement will be determined by the need to correct a particular situation.

ISSUE 9

FOREST SERVICE RECREATION FACILITIES AND MANAGEMENT

SUB-ISSUE 9A

CAMPGROUNDS

SHASTA LAKE UNIT

As funds become available existing facilities will have first priority for rehabilitation and expansion.

New construction will be initiated only after rehabilitation and expansion of existing areas has been completed, recreation use increases, and construction funds become available.

In selected campgrounds, cleaning, operation, and maintenance standards will be reduced in order to finance a longer open season. The majority of campgrounds will continue to be closed in the off-season so that with operating budgets can be maintained.

Campsite availability and other recreation information will be provided at two information stations located north and south of the Shasta Lake Unit as funds are available.

CLAIR ENGLE / LEWISTON UNIT

Clair Engle (Trinity) and Lewiston Lakes have an adequate number of campgrounds to meet as funds become available, deteriorating campgrounds will be rehabilitated and arrival information stations will be provided.

SUB-ISSUE 9B

BOAT RAMPS

SHASTA LAKE UNIT

The possibility of constructing a boat ramp for small boats in the Upper Pit River Arm of Shasta Lake will be examined. Additional boat ramp facilities may be provided depending on increased recreation use, planned Lake capabilities and available construction funds.

While some ramps will be made more serviceable at low water, low water extensions to existing boat ramps are not planned, since 5 ramps are now operational with a 150 foot drawdown.

CLAIR ENGLE / LEWISTON UNIT

Recreation and ramp parking facilities will continue to be monitored. Additional boat ramp facilities will be dependent on increased recreation use, funding, and planned Lake capabilities.

The Minersville boat ramp will be assessed for safety and user convenience.

SUB-ISSUE 9C

SWIMMING AREAS

SHASTA LAKE UNIT

Concessionaire development of swimming beaches and floating-type swimming pools will be encouraged.

CLAIR ENGLE / LEWISTON UNIT

Swimming beaches are now provided at several sites on Clair Engle (Trinity) Lake. Direction contained in the 1976 Plan regarding swimming areas will be continued.

SUB-ISSUE 9D

HANDICAPPED FACILITIES

SHASTA LAKE UNIT

The revised NRA Plan requires that rehabilitated sites be modified to meet the needs anticipated for physically handicapped users. Parking areas, restrooms, camp and picnic units, and circulation patterns will be designed to reflect these needs.

CLAIR ENGLE / LEWISTON UNIT

Same as Shasta Lake Unit.

SUB-ISSUE 9E

SANITATION

SHASTA LAKE UNIT

The revised plan calls for increasing the number of floating restrooms on the Lake. In addition, it also identifies the need to provide public restrooms in all recreation areas including popular shoreline camping areas.

A recreation vehicle sewage dump station will be provided at a key location when funds become available.

Adequate trash collection, both on and off the Lake, is called for the Plan.

CLAIR ENGLE / LEWISTON UNIT

The direction provided in the 1976 NRA Plan will continue. Additional recreational vehicle dump stations will be provided.

SUB-ISSUE 9F

WILDLIFE

SHASTA LAKE UNIT

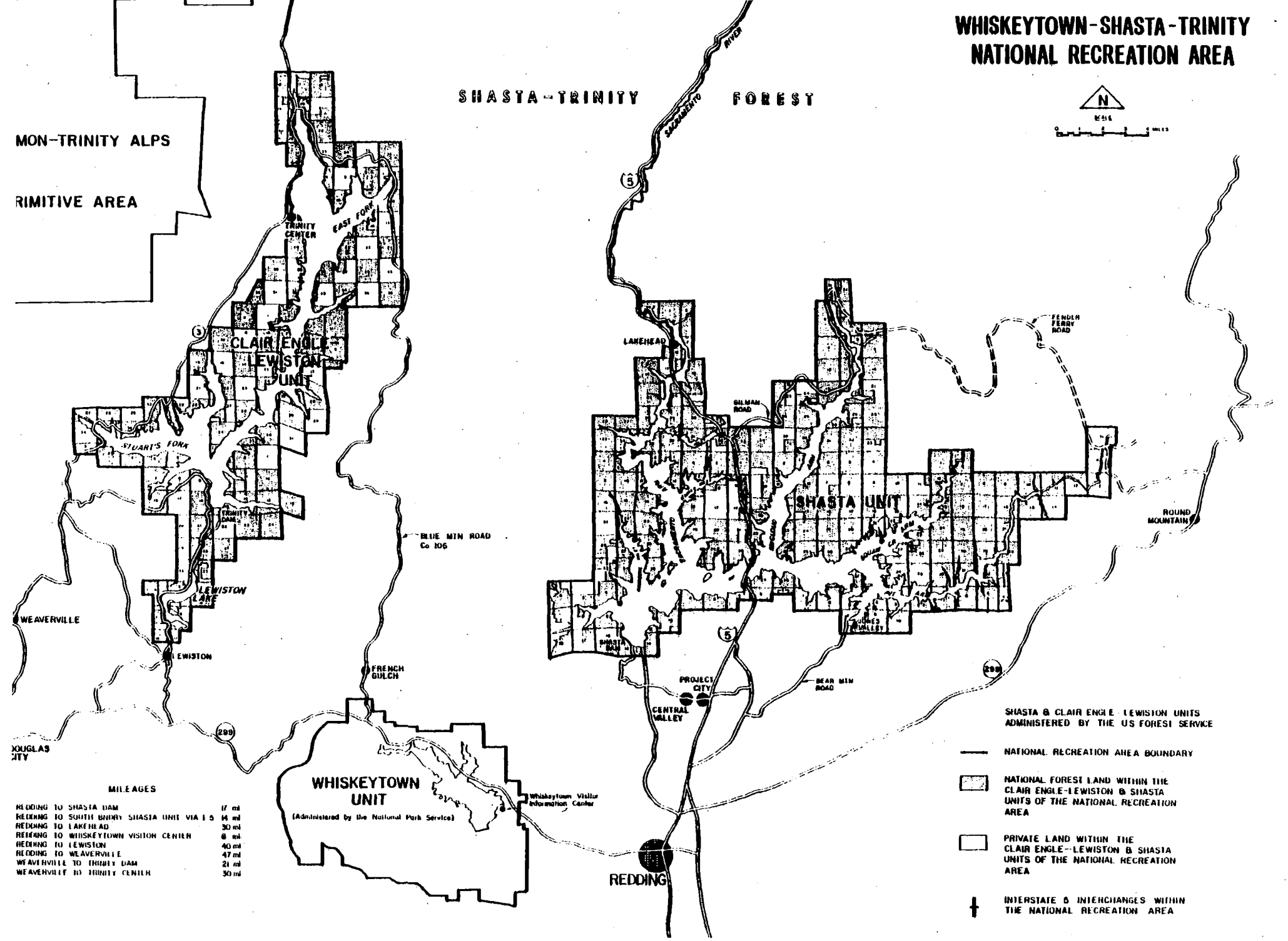
Extensive direction, as outlined in the 1976 NRA Plan to improve the declining fishery will continue for the maintenance of fisheries and wildlife habitats. The Plan also provides direction for the management of rare and endangered plants and animals. A warm water fishery habitat plan is being finalized which addresses part of this problem. Territory management plans have been developed and partially implemented for all eagle nesting sites.

Additional wildlife habitat management direction will be provided through the Forest Land and Resource Management Plan that is currently being prepared.

CLAIR ENGLE / LEWISTON UNIT

The direction provided in the 1976 NRA Plan and will continue in conjunction with the new direction forthcoming in the Forest Land and Resource Management Plan.

WHISKEYTOWN-SHASTA-TRINITY NATIONAL RECREATION AREA



MILEAGES

REDDING TO SHASTA DAM	17 mi
REDDING TO SOUTH BNDRY SHASTA UNIT VIA I 5	14 mi
REDDING TO LAKEHEAD	30 mi
REDDING TO WHISKEYTOWN VISITOR CENTER	8 mi
REDDING TO LEWISTON	40 mi
REDDING TO WEAVERVILLE	47 mi
WEAVERVILLE TO TRINITY DAM	21 mi
WEAVERVILLE TO TRINITY CENTER	30 mi

SHASTA & CLAIR ENGLE - LEWISTON UNITS ADMINISTERED BY THE US FOREST SERVICE

NATIONAL RECREATION AREA BOUNDARY

NATIONAL FOREST LAND WITHIN THE CLAIR ENGLE-LEWISTON & SHASTA UNITS OF THE NATIONAL RECREATION AREA

PRIVATE LAND WITHIN THE CLAIR ENGLE--LEWISTON & SHASTA UNITS OF THE NATIONAL RECREATION AREA

INTERSTATE & INTERCHANGES WITHIN THE NATIONAL RECREATION AREA

DECISION NOTICE

AND

Finding of No Significant Impact

Operation and Development Plan for

Shasta Unit

of Whiskeytown-Shasta-Trinity

National Recreation Area

Shasta-Trinity National Forests

Shasta Lake Ranger District

The Operation and Development Plan for the Shasta and Clair Engle-Lewiston Units of the Whiskeytown-Shasta-Trinity National Recreation Area (NRA) requires periodic revision. The plan is required by law to provide direction on management of the NRA.

As part of the environmental analysis process, nine issues were identified relating to boating recreation facilities, safety, and pollution. A summary of my decisions on these issues is as follows:

- A capacity of 780 boats in overnight use on Shasta Lake will be continued in the new Plan. Current use is averaging 600 boats/night during the recreation season. Once the capacity of 780 boats is reached, a permit system will be initiated to control overnight occupancy in the coves and on the shoreline.

- The revised Plan, as in the earlier version, allows for the number of houseboats in use on Shasta Lake to increase to a planned capacity of 450. The average daily houseboat use is now at 400. Based on a use rate of 85% for commercial houseboats, an increased allocation of 53 commercial houseboats will be made for Shasta Lake in order to reach the planned

capacity. These will be allocated to existing resort marinas based on the merit of their individual proposal to a Forest Service prospectus to be issued within a few months.

The private houseboat fleet would not be increased during the next 5 years.

- The existing private houseboat permit systems would be continued on Shasta Lake.

- The revised NRA Plan allows for rehabilitation and moderate expansion of commercial facilities at existing resorts. At Shasta Lake, relocation of some marinas now in shallow water ports will be examined.

- At Shasta Lake, the areas currently used for shoreline camping will be analyzed to determine their suitability for use. Minimal facilities will be provided for water, sanitation, and trash collection and a recreation use fee will be charged. Areas where deficiencies cannot be corrected will be closed.

- Special emphasis will be given to increasing the number of floating restrooms and recreation vehicle sewage dump sites on both units. New campgrounds will be constructed only after rehabilitation and expansion of existing campgrounds has been completed, recreation use has increased, and sufficient funds become available. New and rehabilitated campgrounds that are accessible by road will include improvements that are suitable for physically handicapped users.

- Emphasis will be given to increasing the opportunity for volunteers to help in the NRA, for example, by maintaining trails, serving as campground hosts, and providing information to the public at visitor centers.

Site specific environmental analyses will be required for project actions during the implementation of these decisions.

I have determined that this action would not significantly affect the quality of the human environment. Therefore, an environmental impact statement is not needed.

Project implementation may take place immediately.

If you disagree with this decision, you may request an Administrative Review by the Chief, Forest Service, pursuant to 36 CFR 211.19, by filing a written request with me within 30 days of your receipt of this letter. A statement of reasons supporting your request must be included or supported within 15 days of the filing of your request for review.

The NRA decisions and revised Operation and Development Plan can be reviewed at the Shasta-Trinity National Forests Headquarters, 2400 Washington Avenue, Redding, California 96001, telephone (916) 246-5222. Copies are also available for review at the Shasta Lake District Ranger's Office at Mountain Gate, and at the Weaverville District Ranger's Office in Weaverville.

James G. Smith Jr. 4/30/82

Regional Forester Date

DECISION NOTICE

AND

Finding of No Significant Impact

Operation and Development Plan for

Clair Engle-Lewiston Unit

of Whiskeytown-Shasta-Trinity

National Recreation Area

Shasta-Trinity National Forests

Weaverville Ranger District

The Operation and Development Plan for the Shasta and Clair Engle-Lewiston Units of the Whiskeytown-Shasta-Trinity National Recreation Area (NRA) requires periodic revision. The plan is required by law to provide direction on management of the NRA.

As part of the environmental analysis process, nine issues were identified relating to boating recreation facilities, safety, and pollution. A summary of my decisions on these issues is as follows:

On Clair Engle Lake an increased allocation of 30 commercial houseboats will be made. This is within the allocation set in the original plan. These will be allocated to existing resort marinas based on the merit of their individual proposal to a Forest Service prospectus to be issued within a few months.

The private houseboat fleet would not be increased during the next 5 years.

- The existing private houseboat permit systems would be continued on Clair Engle Lake.

- The revised NRA Plan allows for rehabilitation and moderate expansion of commercial facilities at existing resorts.

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240 W Prospect Rd
Fort Collins CO 80526

- Special emphasis will be given to increasing the number of floating restrooms and recreation vehicle sewage dump sites on both units. New campgrounds will be constructed only after rehabilitation and expansion of existing campgrounds has been completed, recreation use has increased, and sufficient funds become available. New and rehabilitated campgrounds that are accessible by road will include improvements that are suitable for physically handicapped users.

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James R. Smith Jr. 4/30/82

Regional Forester Date